

signs erected on certain portions of the highways. The speed limit is 15 miles per hour when passing schools or public playgrounds.

**Yukon.**—*Administration.*—Territorial Secretary, Dawson, Yukon. Information regarding regulations may also be obtained from The Director, Lands, Northwest Territories and Yukon Branch, Department of the Interior, Ottawa. *Legislation.*—The Motor Vehicle Ordinance, No. 14, 1914, and amendments.

*Traffic Regulations.*—Speed limits are 10 miles per hour at street intersections and otherwise 15 miles per hour in cities, towns and villages.

## PART VII.—AIR NAVIGATION.\*

During 1934 civil aviation was well maintained. Aircraft are a ready means of obtaining accurate information of conditions in remote and unsettled parts, and provide easy access thereto. Their use in developing and conserving natural resources has increased each year. Air-mail and air-transport lines are in operation in many parts of the Dominion.

Civil aviation in Canada is divided into two classes: (1) civil operations, carried out for other Government Departments under the Royal Canadian Air Force; (2) commercial aviation, under the regulation of the Controller of Civil Aviation. Both are under the Department of National Defence.

**Civil Government Air Operations.**—This branch carried out flying on forest fire patrols, fire suppression, oblique and vertical photography for surveys, transportation, etc., for different Government Departments in various parts of the country.

**Provincial Operations.**—The Ontario Provincial Air Service owns and operates 21 aircraft on forest fire protection, transportation, air photography and sketching in northern Ontario. Operations covered an area of about 800 miles from east to west, and 400 miles from north to south. A total of 7,223 hours was flown during 1934, as compared with 8,731 hours in 1933. The Manitoba Government Air Service operated 5 aircraft on forest protection in the province for the Forestry Branch; a total of 646 hours was flown on this work. The Saskatchewan Government Air Service operated 4 aircraft on forest protection in the province for the Department of Natural Resources; a total of 291 hours was flown on this work. British Columbia and Quebec contracted with commercial aircraft operators for flying required.

**Commercial Aviation.**—During 1934 there were 128 commercial aircraft operators in Canada. Their activities included forest fire patrols, timber cruising, air photography, transportation of passengers, express and mail, instruction, advertising, short passenger flights, etc., in various parts of the country.

**Air-Mail Services.**—Regular air-mail services were established in December, 1927. During 1934 commercial firms operated the following air-mail routes under Post Office Department contracts: *Yearly Services.*—Montreal-Albany, Sioux Lookout-Narrow Lake, Fort McMurray-Aklavik, Prince Albert-Lac la Ronge, Amos-Siscoe, Winnipeg-Pembina, Prince Albert-Ile à la Crosse, Lac du Bonnet-Bissett, Cameron Bay-Coppermine, Fort Chipewyan-Fond du Lac, Fort Resolution-Cameron Bay, Rouyn-Kewagama, Atlin-Telegraph Creek; *Summer Services.*—Rimouski-Montreal, Vancouver-Victoria; *Winter Services.*—Leamington-Pelee Island, Quebec-Sept Iles, Sept Iles-Natashquan, Havre St. Pierre-Port Menier,

\*Revised under the direction of J. A. Wilson, Esq., Controller of Civil Aviation, Department of National Defence.